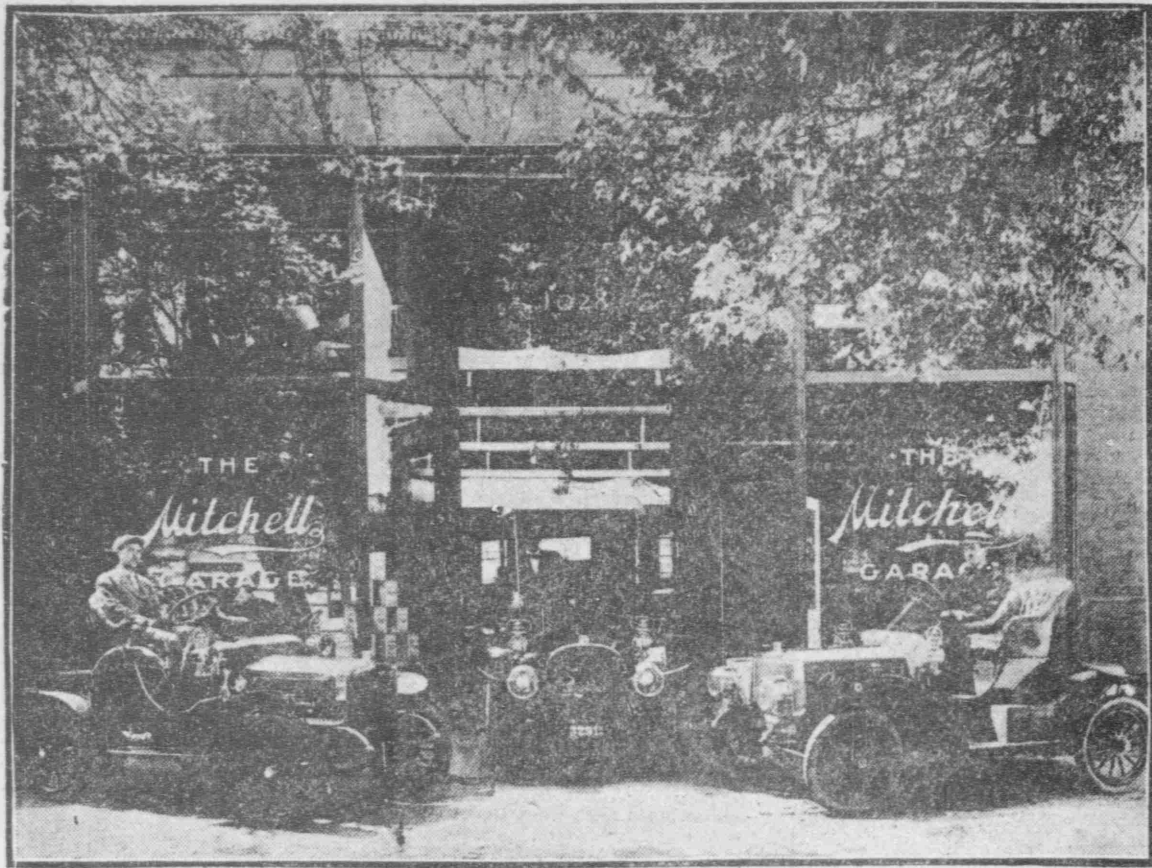


## LATEST LOCAL AND OUT-OF-TOWN HAPPENINGS IN AUTO WORLD

## NEW HOME OF MITCHELL AUTOMOBILE



1028 CONNECTICUT AVENUE N. W.

Great Activity  
Is Evident All  
Along the Line

Reports Show Marked Advance in Various Ways.

A representative from Wyckoff, Church & Partridge, of New York, recently spent a day at the Stearns factory in Cleveland.

While he was there a telephone message requested the use of a Stearns car to take Governor Harris, of the State of Ohio, for a spin to a neighboring city. Mr. Stearns was much put out because he was unable to supply a car for the distinguished guest—every 1907 car having been shipped from the factory, and no 1908 car was completely assembled. An arrangement was finally made with a private Stearns' owner, thus accommodating Governor Harris for the afternoon.

The six-cylinder car of F. W. Leland, which was the first 1908 machine of this type, was promptly sold to a Chicago party immediately after it cleaned up the Chicago Hill Climb. This is the same car which made a new record at Atlantic City and which flew up Fort George Hill, N. Y., in the record time of 28 1/2 seconds.

Eight orders have already been booked by Chicago automobilists for duplicates of this car. Wyckoff, Church & Partridge, of New York, have also entered several 1908 orders for this six-cylinder type.

A large addition is now being completed at the Stearns factory, which will enable the makers to meet the big 1908 demand for this speediest of American cars.

Contrary to the prophecies made by automobile men several years ago, the demand for runabouts is on the increase.

Men have begun to realize that a large touring car is too expensive a proposition to be used for business purposes, and with only one or two passengers to be carried.

The Maxwell-Briscoe Motor Company reports that the demand for runabouts is as great as at the beginning of the season.

The public appreciates that a standard of design has been reached and does not put off buying with the idea that 1908 will bring out something radically different.

The Maxwell pilot car of the Glidden tour has been put to even more strenuous use than it experienced while on the Glidden tour.

Since its return here it has been converted into a hunting car, and H. A. Grant and a party of friends have just returned from a trip of exploration in the Catskill mountains, covering a distance of over 500 miles through the country made famous by Rip Van Winkle.

It looks very much as if the long-looked-for taximeter cab had arrived at last, for at Albany no less than thirty-one imported 18-horsepower Darracq taximeters were registered in the name of the New York Taxicab Company.

Last winter there was a lot of talk about taximeter cabs for New York, and about half a dozen companies were formed with a view of revolutionizing

## "TRAVELER"

The Car That Is Built Right  
The Car That Will Stay Right

Traveler's beauty of design, elegance of finish, simplicity of construction, and comfortable riding qualities appeal to the taste and good judgment of those who demand the best.

Four cylinder, water cooled, 30 H.P., selling at \$2,500.00. Get in line for the best proposition on the market.

IMMEDIATE DELIVERY. Send for catalogue. Address all communications to Department B.

Bellefontaine Automobile Company,  
Bellefontaine, Ohio.

the cab service of the city, but most of them apparently never got any further than the promotion stage.

While the other people were talking Harry N. Allen and his associates in the New York Taxicab Company apparently were working, and as a result of their enterprise within a very few weeks at the latest New Yorkers will be riding around town in taximeter cabs.

French cars, such as have been used with great success in the streets of Paris and other European cities, will be employed in New York. The cabs to be used are 18-horsepower, four-cylinder Darracq cars, fitted with a landaulet body. They have a very short wheel base so as to enable them to turn in a very short radius, and are geared low enough to keep within the speed limits, though at that they should prove considerably faster than the speed of horse-drawn cabs.

A novelty in connection with automobile instruction in this country will be started by the automobile school of the West Side Young Men's Christian Association, 312 West Fifty-seventh street, New York, when the school opens for the season on September 4. The new feature will be physical examination for men taking a course at the school preparatory to securing positions as chauffeurs. The examination will be optional, but it is believed that most of the students will take them in order to secure the certificate, signed by the physician who acts as physical director of the West Side Y. M. C. A., which will be issued to each person who successfully passes the tests. The physical examination will include sight, hearing, heart and lungs, and tests will be made to see whether the student is suffering from any nervous affection. Prominent automobilists who are interested in the school have heartily endorsed the idea. The school was highly successful last year, and its enrollment reached \$19. The course of instruction this season will embrace laboratory work, conducted in the garage of the school; road work with individual instruction; and lectures on various types of machines.

## WHEN GREEK MEETS GREEK.

"Some are born great," began the tiresome quoter, "some achieve greatness."

"Yes, that reminds me," interrupted Poppley. "Our baby weighed twelve pounds when he was born, and the doctor said that—'Hello! Going? What's your hurry?'"—Catholic Standard and Times.

\$700 For a Wayne  
Touring Car—In  
Excellent Condition

This car has not been in private use for more than four months. It is in every sense worth a good bit more money than the price I ask.

It was used here last season at the automobile show for demonstrating purposes, and this fact alone shows that it is exceptionally well built, has plenty of speed and endurance qualities.

Party gave it to me to sell on account of his leaving city. Equipped with new carburetor, commutator, switch, fine searchlights, tires in perfect condition, with one extra tire. The original paint is still hardly scratched.

If you want a genuine automobile bargain don't overlook this chance.

Will sell immediately for \$700, and can make demonstration at any time.

Drop me a postal card today—tomorrow may be too late for such a bargain.

ROGER L. FLYNN  
30 SIXTH STREET S. E.

Autoists Score  
Victory Up In  
Mosquito State

State Senator Wins Fight  
Against New Jersey  
Magistrate.

PHILADELPHIA, Sept. 7.—State Senator McNichol, of this city, a millionaire contractor and a leader of the Republican party, has won a victory over a New Jersey Justice of the peace, who has made a portion of the road to Atlantic City notorious by reason of the heavy fines imposed upon automobilists.

A few days ago Senator McNichol while driving shoreward with a party of friends in his large touring car, was held up by a Justice of the Peace, on White Horse pike and fined \$12. The Senator had been fined before, but this time he got angry at what he declared was a rank imposition, and he appealed the case to the supreme court.

Justice Trenchard set aside the summary conviction and ordered the return of the fine.

## Joy in Camp.

The news of Mr. McNichol's victory was received with joy in the camps of the motor enthusiasts of this city, and it is likely that others will bring similar proceedings. The squire's territory has long been the bane of motorists.

It has been the custom for constables concealed in the underbrush to suddenly dash forth with a big red flag, stop the automobiles, and take the unsuspecting victims before the squire, who would impose fines ranging up to \$50, a large portion of it going to the constable.

Conditions have reached such a state that many automobilists shut off power when approaching the stretch of pike and pushed their cars through the town. Automobilists hope the victory gained by Senator McNichol will result in the abolition of "auto terrors" in all parts of New Jersey.

daughter. After spending the day in Baltimore he will probably continue to Western Maryland and thoroughly explore the Blue Ridge region.

Dr. Alonzo Ellis returned from New York this week in a Hotchkiss purchased in this city.

E. E. Jordan, who has been in New England for a month returned to Washington on Monday. He reports a pleasant trip without any serious accidents. All the larger towns in the New England group were visited, including Boston. The trip was made in a Haynes runabout.

Last Sunday, John R. Lutz, with his wife and daughter, ran to Berryville, Va., in an Oldsmobile. Returning they arrived here on Wednesday.

John A. Lutz attended the auto races at Baltimore on Labor Day. He made the run in his Oldsmobile.

The Oldsmobile agency announces one sale this week an Oldsmobile demonstrating machine.

C. B. Hight is back after a month's tour through New England. He made the trip in a Stoddard-Dayton.

A novelty in the way of an automobile trip was attempted last week when fourteen Washingtonians set out to go to Baltimore on Monday morning in the big three-ton "Seeling Arlington" auto. Charles L. Gwynn, of the Panorama branch, Dupont garage, engineered the excursion, and Harry Meyers drove the car. The other male members of the

THE YOUNGEST DRIVER  
ENTERED IN GLIDDEN

Gustave Buse enjoys the distinction of being the youngest driver in both the 1906 and 1907 Glidden tours.

Last year, with a perfect score, he received a medal, the first honor. This year he was again among the winners, being a member of the Buffalo team. While the trip was much harder this year than last, Mr. Buse drove the re-

quired distance in both. The day after the finish of the Glidden tour he started back to Buffalo, establishing a new record of twenty-one hours between that city and New York.

After a mileage of more than 16,000 miles the car shown in the picture was sold to Isadore Freund, of Washington. It was delivered by its own power in

thirty hours running time, going through Elmira, Williamsport, Harrisburg, Baltimore, to Washington. This journey of nearly 500 miles was over mountains, rough roads, and fording of three small rivers, but was a pleasant trip. Names of the party were, Gustave Buse, Jr., driver; Edward A. Buse, and Isadore Freund.

party were Messrs. Gassenheimer and Schwab.

On the out trip the Bladensburg road was taken, a choice which resulted in shipping the ladies back to Washington upon the arrival at Jessup, the roads being too muddy to carry the machine and its heavy load. The return was made over the Ellicott City and Columbia pike route, which is far more desirable from the motorist's standpoint. No trouble was experienced on the way back, and the four who had stayed with the car arrived in Washington on Wednesday morning.

C. G. M. Thomas, of Flushing, Long Island, arrived at the Panorama garage on Friday in a Stevens-Duryea. He will leave Washington early this week for Gettysburg and will tour Pennsylvania before returning to Long Island.

C. E. Albright and brother arrived in this city on Friday morning from Reading, Pa. Messrs. Albright are making an extended tour of the South in their car, a White steamer and a Knox waterless. While here they made their headquarters at the Panorama garage on Ohio avenue.

T. E. Miller, who left Washington in his Columbia car about a month ago, and gradually worked his way north after stops at Atlantic City, New York, and other large cities, to Hartford, Conn., came back to Washington on Thursday of last week. He reports a trip without any startling accidents aside from a few tire troubles.

Edward McClean is back in town, after a New England tour in a Mercedes car. Mr. McClean spent a large portion of his time in Massachusetts.

W. W. Norman, accompanied by W. E. Burtt and a friend from New York, ran to Baltimore on Labor Day in a Type-H Corbin to attend the auto races. Aside from a few troubles with his road map on the return over an out-of-the-way route, the trip was free from unpleasant features.

Fenton B. Brook, owner of an Indian motor cycle, and N. Daniels, who recently purchased a Yale-California from the Pope-Indian agency, rode for ten days through Western Maryland, re-

turning this week. Baltimore was the first stop. From there the cyclists crossed the Mason-Dixon line to visit the Gettysburg battlefield, and returning to Maryland, stopped over night at Hagerstown. Frederick and Harpers Ferry were other important stops. The roads in Pennsylvania were good, and those around Hagerstown especially so. For the rest of the way to Frederick the going was fair, though hilly.

Lester M. Stier has returned after a trip through New York State in a Maxwell runabout. The route going up was the York and Lancaster road. Returning, Mr. Stier passed through Wilmington, Havre de Grace, and Baltimore. He prefers the latter road on account of the good pike. It is also fifteen miles shorter than the Lancaster route.

The Maxwell Garage reports two sales this week, both Maxwell runabouts. The purchasers were Mr. Blundon and Dr. Charles A. Sewell.

George Ostendorf, representing the Franklin Company of Syracuse, N. Y., manufacturers of the Franklin air-cooled car, spent Friday in Washington visiting the local dealers.

Mr. Ostendorf is making one of his frequent trips to the agencies and expects to visit the representative of the Franklin in New York, Pennsylvania, Maryland, New Jersey, West Virginia, and eastern Canada. He takes an active interest in noting automobile conditions throughout the country and states that never before has business in his line been more lively than at the present time. Good reports are coming in from all directions giving promise of tangible results for the coming season.

A shipment of a carload of Little Six.

Stevens-Duryea will arrive at the Motor Car Company's Washington office this week.

Dr. A. Rhett Stuart and Mrs. Stuart have returned from Atlantic City in the doctor's touring car, accompanied by Frank Fireling. The route was by way of Gettysburg, Lancaster and Frederick.

Dr. T. S. Lee, who is now in New England, will return in his car to Philadelphia and after shipping the car to this city will make the rest of the way here by water.

J. T. Childress is back after a trip through New York and Pennsylvania in his Mitchell runabout.

Percy M. Smoot, well known to motorists through his connection with the National Electric Supply Company, is now associated with the Mitchell garage, where he has charge of the accessories department.

A consignment of Mitchell Model E cars is expected at the Mitchell Agency this week. All the machines are sold.

A. Gerry Carter, of the Carter Motor Car Company, has gone to Pierre, South Dakota, to attend a stockholders' meeting. He will return about September 20.

## THE TATTLE-TALE.

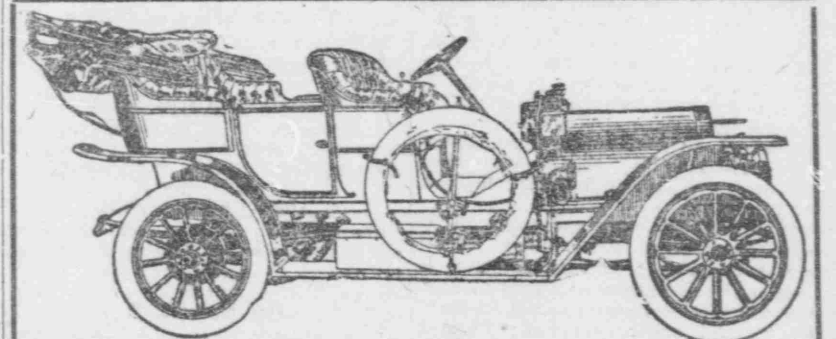
"Are all these yours?" asked the caller.

"Yes," replied the proud father of the four boys, "these are all my chickens."

"Chickens?" snorted the bad boy in the next yard; "not much they ain't! They was all in swimmin' this mornin'!"—The Catholic Standard and Times.



Distinctly the Best  
\$2,500 Value to Be Found



The "Full Jeweled" Air-cooled Corbin Model H Touring Car - - - \$2,500

## Exclusive Washington Agency

The agency for this famous car has recently been placed at the DUPONT GARAGE.

The Corbin has been making wonderful records. It was a winner in its class at Wilkesbarre, Pa., hill climb. It had a perfect score with two cars entered in the New-Ark-Atlantic City endurance run for both days.

It was a winner of the mud run between Albany and New York over foreign and American cars of all classes. And in a 50-mile race at Readville, Mass., went through mile after mile without a skip, and did its work perfectly.

You Cannot Afford to Buy Without  
Giving This "Full Jeweled" Car a Trial.

Demonstrations by Appointment.

Dupont Garage Co.

2020 M Street N. W.

Phone N. 5141



The Mitchell Garage  
1028 Connecticut Avenue N. W.

1907 Demonstrating Cars at Prices  
Worthy of Your Consideration

Branch: Capitol Hill Garage, 615-617 B St. S. E.